

Amendments to the Claims:

1. **(Original)** A frame structure for an automobile seat comprising a frame to be vertically movably mounted on a vehicle floor, a lifter for adjusting a height of the frame, and a suspension unit for absorbing vibration inputted to the frame, wherein the lifter is integrally formed with the suspension unit.

2. **(Currently amended)** The frame structure for the automobile seat according to claim 1, further comprising a torsion bar to be rotatably mounted on the vehicle ~~floor,~~ floor; wherein said lifter comprises a first link mechanism through which the torsion bar is connected to the frame, and an operating means connected to the first link mechanism, wherein height adjustments of a front end portion of the frame are carried out via the first link mechanism and height adjustments of a rear end portion of the frame are carried out via ~~the~~ a second link mechanism by operating the operating means.

3. **(Previously presented)** The frame structure for the automobile seat according to claim 1, wherein the suspension unit comprises a magnet unit having a movable magnet and stationary magnets.

4. **(Previously presented)** The frame structure for the automobile seat according to claim 1, wherein the suspension unit comprises a magnetic fluid damper.

5. **(Previously presented)** The frame structure for the automobile seat according to claim 2 wherein the suspension unit comprises a magnet unit having a movable magnet and stationary magnets.

6. **(Previously presented)** The frame structure for the automobile seat according to claim 2, wherein the suspension unit comprises a magnetic fluid damper.

7. **(New)** The frame structure for the automobile seat according to claim 1, wherein said lifter is configured for selectively adjusting a height of the frame.

8. **(New)** The frame structure for the automobile seat according to claim 1, wherein said lifter comprises a lifter operating mechanism, a first link mechanism connected between said lifter operating mechanism and a front end portion of said frame so as to adjust a height of said front end portion of said frame upon operation of said lifter operating mechanism, and a second link mechanism connected between said lifter operating mechanism and a rear end portion of said frame so as to adjust a height of said rear end portion of said frame upon operation of said lifter operating mechanism.

9. **(New)** The frame structure for the automobile seat according to claim 8, wherein said second link mechanism is connected between said lifter operating mechanism and said rear end portion of said frame via said first link mechanism.